Kawasaki Dual Sport 650 Owners Group

Kawasaki 650 Dual Sport News

... Newsletter of the ***Kawasaki 650 Dual Sport Owners Group***

SEPTEMBER/OCTOBER 1998

Inside This Issue

- **THE FINAL ISSUE: See Major Announcement Inside!**
- **Black Water 200 on a KLR650**
- **M.A.P Engineering Front Brake Kit**
- **Baja Bound**
- **Reader Feedback**
- **Colorado Get-Together**

Moto Musing

Gino Pokluda

All Things Good

You hold in your hands the last issue of *Kawasaki 650 Dual Sport News*, or at least *Kawasaki 650 Dual Sport News* as you know it. When I first started this newsletter two years ago, I knew that it would be difficult to produce a publication focused on a specific motorcycle year after year. Not so much because of a lack of material to write about, I have enough to write about the KLR650, Tengai and KLX650 for another year or so, but more so because I am not the kind of person who dedicates himself to one particular brand of motorcycle. In other words, I am not a brand loyal person. I am a marketer's worse nightmare, a person who looks at each new purchase with a clean slate.

Ever since the first issue *K650DSN* , I have received numerous requests and pleas to turn *K650DSN* into an "all brands" publication. Deep down inside, I knew this would be best, but I decided to continue the course of the Kawasaki specific newsletter since readership continued to grow and material was abundant. Well, the readership is still growing and the material is still abundant. What has changed is the amount of information I have accumulated about other dual sports in the process of digging up information about the Kawasaki dual sports. When I looked back at the last year or so of *K650DSN* it became obvious that the majority of the articles had nothing to do with topics specific to Kawasaki dual sport models, but items that could be applied to all dual sports. With that in mind, I decided that it was time to revisit the idea of an "all brands" dual sport publication.

Even with all of the strong reasons to move to an all brands publication laid out before me, the decision to do so was very difficult, as there is a great number od subscribers loyal to the KLR650 and I did not want those riders to feel abandoned. None the less, the urge to produce a broader scope newsletter proved too strong and I made the decision to go with the all brands format and not look back.

Starting with the November/December issue, *Kawasaki 650 Dual Sport News* will become, simply, *Dual Sport News*. The mission of *Dual Sport News*, will be to provide the dual sport motorcycle enthusiast with quality information regarding dual sport riding and dual sport touring, plain and simple. While it was easy to drop a word and number from the title, putting together a quality all brands publication will be far more difficult and I will depend on you, the readership, to help me compile articles that help *DSN* fulfill its mission. More importantly, I want to change the focus of the newsletter from being directed at a specific motorcycle, to being more about a class of rider and their bikes. KLR650 loyalists will be glad to hear that Kurt Simpson has agreed to take over the KLR650 specific articles and submit them periodically to *DSN*. I hope that in time, other readers will take the initiative to submit technical articles for other dual sport models also.

As if changing the direction of a newsletter is not enough. I have decided to take it a step further and form the Dual Sport Owners Group. This will take some time to evolve, but I hope to have all of the basics and maybe even some benefits in place by the time we have the 1999 Utah Get-Together. While it may seem odd to some that I chose to get the newsletter going before the owners group, it makes perfect sense to me since the newsletter is the primary form of communication between group members, so why not get it setup first and then add the frills latter?

So there you have it. The winds of change have blown and it's time to set a new course. If you have friends who ride dual sports, send me their address and I'll get the first issue out to them. As a matter of fact, the **November/December issue of *Dual Sport News* will be free** and existing subscriptions will be adjusted accordingly. I will be in need of plenty of help with this new undertaking. If you would like to be a part of *Dual Sport News* and/or the Dual Sport Owners Group, send me an e-mail, give me a call, or write me a letter. Hope to hear from you soon.

Gino Pokluda
Dual Sport News
PO Box 698
Sandia Park, NM 87047
505-281-9886
k650dsn@aol.com

Send subscriptions, comments, articles to:

Kawasaki 650 Dual Sport Owners Group
P.O. Box 698
Sandia Park, New Mexico
87047

***K650DSN*@aol.com**
(505)281-9886

www.geocities.com/~klrdsn

Subscriptions:
In the United States
$15.00/Year

Outside the US
$20.00/Year

Back issues $3.00 each.

Make checks payable to: **Gino Pokluda**
Please write: **K 650 DSOG** on check.

Disclaimer
***Kawasaki 650 Dual Sport News* is in no way shape or form affiliated with Kawasaki of America. All technical tips, product reviews, bike modifications and any other advice printed in this newsletter are only for the purpose of information sharing . Modifications made to your bike are your responsibility and *Kawasaki 650 Dual Sport News* assumes absolutely no responsibility for accidents that occur anywhere in the world**.

UPDATES

More Pancho Villa Moto Tours Planned. Did you miss out on the Copper Canyon tour? Don't fret because Pancho Villa Moto Tours is happy with the results of the Mexico trip and is planning on working with us on other trips, maybe even Africa. Stay tuned.

Cover Photos

The large cover photo is of the European version of the KLR650. Its seems to be a cross between a KLR650 and KLX650.

The smaller photo is of M.A.P Engineering Front Brake kit available for the KLR650.

If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

(Continued on page 4)

Off Road to Baja

by George Basinet

We had all been down to Baja many times, but this was going to be my first off-road trip, a complete novice. There were 6 of us. Brian on his R100RS with his spouse Liz. Chris, a retired telephone worker who would be with us for only a couple of days. Honda Ascot. Steve, on a new Triumph Tiger. And Henrick on a R1100GS. Henrick rode his GS as it was a small 350 dirt bike and was a lot of help getting me going safely, off-road. My ride was a '95 KLR650.

We crossed over the border at Tecate and we were told we did not need a travel permit (WRONG). Always get one and have it validated in Ensenada. At the Immigration Office in Ensenada we had a little trouble but got our travel permits without too much delay. Be sure you have a passport or a birth certificate and you will have no problem.

As an aside if you have never been to Baja before, get Clem Salvadori's "Motorcycle Journey through Baja" book. It is necessary have. And if you have been before get it anyway. It's filled with all you would want to know and more.

At Santo Tomas, 28 miles below Ensenada, we had lunch and regrouped. We tried to stay at the Old Mill but it was full, so we put up at the Hotel La Pinta. It was expensive but nice. The next morning on to El Rosario and Mama Espinosa's for breakfast and gas. The gas station is new and it appears that the government is slowly rebuilding all the stations. They appear to be the pay first and serve yourself. This will relieve a lot of the hassle drivers have in Baja. The station at Catavina was closed because the hotel generator is shut down usually among 2 and 4 p.m., so we pressed on to Villa Jesus Maria and filled up. Next stop was San Ignacio. Again we stayed at the La Pinta. The next morning Chris headed back to the States to do a Harley ride across country. We left our stuff at the Hotel and took a dirt ride (my first) out to the San Ignacio Lagoon. Henrick was a big help, telling me to follow him at his speed and stand up with my knees bent when he did. We flew, my heart was in my throat, I managed to hit every rut and rock larger than 2". It was beautiful out there, very desolate. All sand and large pools of salt water slowly drying to salt beds. The area is part of the Mexican Bio-Preserve Area, but the Mitsubishi Company is trying to develop it into another salt producing area like Guerrero Negro. Weather was just right. On the way back I started to relax and missed the rocks, corrected the wobbles in the sand and began to enjoy my self. I was pumped up for the whole evening. My bike a KLR650 was perfect and I began to really appreciate it. My other bike a K100RS is a pleasure to ride, but the KLR is just pure fun. Dinner in town at Rene's (formerly Totas) and the next morning after breakfast at Chalita's we headed off. Chalita's has a couple of inexpensive ($12) rooms for rent, you can bring your bikes into the courtyard in back. Past the Volcanoes and the lava beds on to the Gulf of California. Santa Rosalia is an old French mining town, not a tourist stop. However they do have an interesting pre-fabricated iron church designed by Eiffel of Eiffel tower fame and also a nice old fashioned hotel up on the bluff called the Hotel Francis. If you like old restored wooden buildings stay here and if your lady is with you she will love it and you.

(Continued on page 4)

R&S
Kawasaki / KTM / Sea-Doo / Suzuki
RICK ALCON
9601 Lomas NE, Albuquerque, NM 87112
505-292-6692 Fax# 292-4259
NM Toll Free 800-570-9876

RIDE, EAT, SLEEP, REPEAT.
EXCEPTIONAL GEAR FOR EVERY KIND OF RIDER.
Call for our 100 page catalog filled with revolutionary AEROSTICH clothing & hundreds of other exceptional products such as clothing, maps, luggage, boots, books, electronics, tools & more.
DARIEN JACKETS, PAGE 8
FREE CATALOG
1-800-222-1994
GLOVES, PAGE 22
218-722-1927 • FAX 218-720-3610
8 S. 18TH AVE. W. • DULUTH, MN 55806
RIDER WAREHOUSE CATALOG

....Baja continued

(Continued from page 3)

Our next turn off-road was to Punto Chivato, all sand 6" deep for about 12 miles or more. This was the hardest for me. I made it but with a complete lack of control. Coming out was easier but I still had trouble with the turns. Applying pressure to the pegs didn't seem to help, pushing on the tank with my knee did. It was also helpful if I didn't think, just try to react smoothly. The Hotel Punto Chivato was beautiful ($60 for 3), good restaurant and pool. There is a great camping beach and good skin diving.

At Mulege we stayed at the Hotel Serinadad, also about 60 bucks. Kind of classy watching small planes land on the hotel air strip. There are good hotels and restaurants in town. A couple of nice campgrounds line the highway south of Mulege. Anna Marie's has a pool and a bakery, my favorite. Further down the road is Bahia Conception which has got to be to prettiest beach ever. Stop in and have breakfast at Ana's or at the new place which I can't remember the name. This is one of many places where birds fly in and out of the restaurant. Not to worry I've never seen them "drop" anything.

Our next and final stop was at Loreto. Here we parked our selves and stayed for a few days. Good hotels from $75 to $25. I like the Junerpio on the main drag. Not only is it clean, inexpensive ($25), it has a balcony where you can watch the world go by. Down below the hotel is a real coffee shop which serves espresso and apple pie. Better pie than my mom could ever dream of making. The next day we took for trip to San Javier and it's mission. This is a make or break road for me. All dirt with sharp turns, hills and rocks. Really a great ride only went down twice, again because I thought about what I was doing instead of just doing it. We tried to continue on to San Jose de Comondo but I couldn't make it. What finally got me was a steep hill that was covered with flat, shale like rocks. I just couldn't keep up any speed and got tired of falling. The KLR just bounced from rock to rock and from side to side. Don't know whether it was because of tires (Dunlop 750) or my stock springs and shocks, or all three. Oh, well next year.

Our return home was uneventful except we stopped an spent some time with "Mulege Jake" and his Million Dollar View of Bahia Coyote and the sea beyond. We also stopped the night at a place where I had never been before. Santa Inez near Catavina about 1 mile off the main highway and 75 years back in time. Rooms ($12) and food that's about all. It used to be an important stop over for the Baja 1000 complete with airfield. If you like camping you'll like this place. The owners are the chief cooks, bottle washers and housekeepers. You get the feeling only nice people stop over here, good vibes. Since we came across at Tecate we returned on the toll road to Tijuana. A very pretty ride and a good way to end your trip.

I have been going down to Baja on a motorcycle since 1988 and usually camp most of the time. If there are any questions that I can answer please send me an e-mail and I'll try to answer them.

George Basinet
San Jose, CA
geobas@slip.net

WHEN PERFORMANCE COUNTS
QUALITY ENGINE R & D
Exotic Race Engines.
One Of A Kind Engines
& Custom Built Components.
Motorcycles & Automotive
Lower your KLR650 1.5 inches!
334-693-9203. Ask for Steve

(405) 634-1812
(800) 695-5813
AMERICAN CYCLE SUPPLY
DEALER — WHOLESALE ONLY
RICHARD MEADORS
1615 S. HIGH (No. 2)
OKLA. CITY, OK 73129

Dual Sport News is coming
November 1, 1998

(Continued from page 3)

Subscription Renewals

If your mailing label has **RENEW** in the upper right corner, you'd better pay your subscription dues if you don't want to miss out on the next issue!

Web Page News

Think you are getting the whole story on KLR650's from the K650DSN ? The KLR web page has plenty of articles that don't appear in this publication and is well worth checking out. For those who have not visited the page, it is located at **www.geocities.com/~klrdsn**. We would really like to add more pictures of our group, so please submit photos for the photo album.

KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists on the net and well

(Continued on page 5)

(Continued from page 4)
worth subscribing to. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To post a message to the list, send the message to klr650@lists.xmission.com.

OTHER IMPORTANT DATES

Four Stroke Singles National Owners Club will have their national rally in Red River, New Mexico on **September 8-9, 1998.**

Colorado Get Together Colorado Springs, CO. October 2-4, 1998. See page 12 for more info.

Utah Get-Together June 3-6, 1999, Moab, Utah.

NEXT ISSUE:
Dual Sport News

City Bike KLR650 Review

Publisher, Brian Halton, was kind enough to send me a limited supply of the issue, which I would be glad to send to

(Continued on page 6)

Dead Man Walking: The Blackwater 200 On a KLR650

Alex Jamarron and his trusty KLR650 next to his friends BMW R100GS

Despite being a teacher, early mornings are not my forte. Whenever I depart for a long ride, around 10:00 am, I always reason that at least I'm not mired in the rush hour traffic that seems to be omnipresent here in Chicago. This departure was no exception. My weekend's destination is Davis, West Virginia to participate in the Blackwater 200, an AMA Dual Sport Series event. I have to be there by 8 the following morning.

With that as my mission, the KLR and I droned down I-65 clicking off the miles. The interstate possess some sort of hypnotic effect that results in hardly any memory of the ride. Unless something extraordinary happens, I wake up when it's over. My mind wanders. As I rumbled east on I-70, I found myself frequently looking down at the fuel tank. I admired how this bike, after nearly 4 months in my possession, has yet to acquire a dent or

(Continued on page 6)

FOUR-STROKE SINGLES NATIONAL OWNERS CLUB
P.O. BOX 1804
HUTCHINSON, KS 67504-1804

FILTERWERKS OF ALBUQUERQUE
HAS
AlliedSignal FRAM® Oil Filters
FOR:
KAWASAKI
KL250
KLX300
KL650
CH 6070 WITH O-RINGS
$4.25 EACH OR $3.95 EACH
FOR A CASE OF TWELVE (12)
(505) 266-0277
CHECKS WELCOMED

Blackwater 200 ...continued

(Continued from page 5)

scratch. So why was I going to subject it the Blackwater 200? Sure the bike was capable, but after 20 years of street riding, the closest I've come to a dirt road was the floor of my kitchen. Which, incidentally, I've traversed successfully for years. What was I thinking? The poor bike.

I was the kid who always built the Revell model warbirds with the optional damaged panels. I thought it was cool that they looked wrecked. I'll never forget the look of horror upon my father's face when he saw the freshly battered fenders of the new Schwinn Typhoon he bought me only days earlier when I was just a mite. Now I'm going to give the KLR the treatment. It appears as if I've come full circle. Dead Man Walking!' came to mind as I pondered the probability of my success in this endeavor. In the old days, that phrase was uttered by prison officials as an inmate was escorted to the death chamber. Sure my friends all said, "You can do it, just don't ride over your head." Maybe they just needed a laugh. I kept riding east.

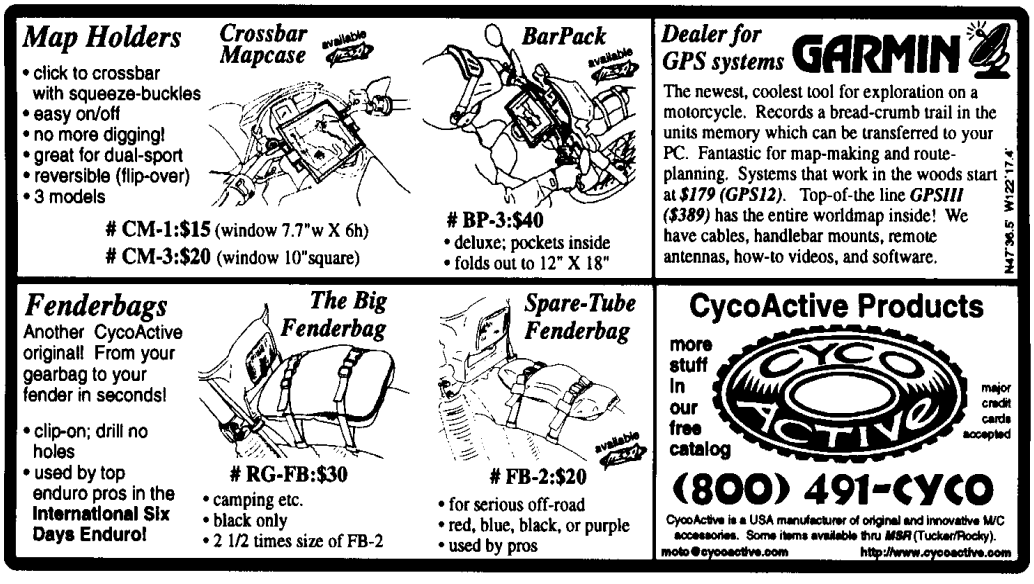
I made the necessary pee/gas/eat pit stop in Wheeling, WV around 9 p.m. At the truck stop, 2 circa 70s BMW twins pulled up. After the obligatory greetings, they revealed that they were returning home from the BMW National Rally in Missoula, Montana. These guys were not very cordial. Soon they were exchanging batteries. The unfriendlier one was moaning about how they had to do this every couple of hours for the last 2 days. Rotor or diode failure, typical old BMW twin trip I mused. I'd be unfriendly too, I suppose. I pushed the starter button and the KLR came to life. I left the grumbling congeniality twins at the truck stop determined to get to Davis that evening.

I pulled into Morgantown, WV around midnight. I still had 2+ hours to go in heavy deer country. I rode through Morgantown looking for a cheap hotel to lay down in for 5 or 6 hours. During my search, I passed a University of West Virginia campus fraternity party attended by a lot of cute coeds wearing overalls. I was very tempted to stop to see if I could scam a few beers in exchange for some road stories. In the end, I found an out of the way spot and did the urban commando camp scene. I awoke just as the sun was peeking through the fog that draped over the mountains. As I packed my sleeping bag, I could not help but notice the early morning commuters just staring at me as they passed.

From Morgantown, I rode south on Hwy 119 to Grafton, where I turned left onto Hwy 50. What a glorious road, twisties and scenery galore! Who needs coffee when you can ride this ribbon of asphalt in the morning! The early morning provided a shroud of fog as the road climbed and dipped providing noticeable temperature changes. This is the kind of road that really makes your senses come alive.

As I got closer to Davis, I became a bit apprehensive when I did not notice a single motorcycle. The thought that I arrived on the wrong weekend made my stomach turn. I just arrived in hell. I pulled into Blackwater State Park and just ahead caught glimpse of a small dual purpose bike. That was a good sign! I followed the bike

(Continued on page 7)


Map Holders
• click to crossbar with squeeze-buckles
• easy on/off
• no more digging!
• great for dual-sport
• reversible (flip-over)
• 3 models
Crossbar Mapcase
available
CM-1:$15 (window 7.7"w X 6h)
CM-3:$20 (window 10"square)
BarPack
available
BP-3:$40
• deluxe; pockets inside
• folds out to 12" X 18"
Dealer for GPS systems GARMIN
The newest, coolest tool for exploration on a motorcycle. Records a bread-crumb trail in the units memory which can be transferred to your PC. Fantastic for map-making and route-planning. Systems that work in the woods start at $179 (GPS12). Top-of-the line GPSIII ($389) has the entire worldmap inside! We have cables, handlebar mounts, remote antennas, how-to videos, and software.
N47°36.5' W122°17.4'
Fenderbags
Another CycoActive original! From your gearbag to your fender in seconds!
• clip-on; drill no holes
• used by top enduro pros in the International Six Days Enduro!
The Big Fenderbag
RG-FB:$30
• camping etc.
• black only
• 2 1/2 times size of FB-2
Spare-Tube Fenderbag
available
FB-2:$20
• for serious off-road
• red, blue, black, or purple
• used by pros
CycoActive Products
more stuff in our free catalog
CYCO ACTIVE
major credit cards accepted
(800) 491-CYCO
CycoActive is a USA manufacturer of original and innovative M/C accessories. Some items available thru MSR (Tucker/Rocky).
moto@cycoactive.com
http://www.cycoactive.com

(Continued from page 5)

you. Please send a self addressed 9 X 12 envelop with $1.47 postage attached or send me $1.47 and I'll get one out to you. I only have about 50 copies to send and they will go fast.

Utah Get-Together T-shirts

I still have some Utah Get-Together T-shirts left in sizes XL-XXL. They have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton, $10.00 + $3.00 shipping. Send check to Dual Sport News, PO Box 698, Sandia Park, NM. 87047. Make sure to state your size.

New Advertising Policy

Starting January 1, 1999, Dual Sport News will have a new advertising policy.

Basic Advertising

Basic advertising is available for **free** with the annual $15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new KLub Store section;

(Continued on page 7)

(Continued from page 6)
where businesses that make items specific to motorcycling may sell their products. The advertisement may be changed as many times as needed as long as the changes are received by K650DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising is available for and annual fee of $45.00. This includes a years subscription to K650DSN, an advertisement up to but not exceeding 3.5″X3.5″ and a basic advertisement in the Haves, Wants, Needs or KLub Store.

Event Advertising Policy

Event advertising is free without a subscription to the K650DSN. You may advertise your motorcycle event two issues in advance. Simply send in a description of the event, dates, times and point of contact and it will get published.

Rights of refusal.

Kawasaki 650 Dual Sport News reserves the right to edit or

(Continued on page 8)

....Blackwater 200

(Continued from page 6)
toward the Blackwater Lodge and into the parking lot. The place was packed with nylon jersey, shoulder pad, chest protector, and goggle clad riders of all shapes and sizes. Why was I here? 'Dead Man Walking!' I thought I heard.

I rolled up to my friend Smitty's well worn 100,000 mile BMW Paris-Dakar. Smitty was one of those friends who told me I can do this. As I nervously scanned the lot, I began to dislike Smitty. In the parking area I found 2 other KLR 650s. One older model with the attractive green, blue, and white motif. I smiled as I recalled someone on the KLR list who described that scheme as crosstraining for the watercraft design team. The other was the twin of my A12. This guy had 3k on it and was going to do the ride two up. I thought of riding with him, but the thought of him blowing me off two up was less palatable than chasing Smitty on his bloated P-D.

I went inside the lobby of the lodge to register. The cost of the ride for one day was $45, $80 for two days . After surrendering $45 for my demise, I was given a packet that contained the route sheet. Smitty and his new friend DR350 Russ instructed me on how to cut up the sheet and tape it together to place into my newly installed roll chart holder. At least my bike looked the part of a dual sporter. Smitty and Russ then regaled me with stories of their previous lives as motocross riders. I now began to dislike Russ as well. After a short riders meeting which included an account of the Sierra Club's failed attempt to block the ride, we queued up to begin the ride. 'Dead Man Walking!'

Our trio was joined by a guy astride a Honda XRL650, whom we nicknamed 'Red' because of his bike, gear, and hair. Tripmeters were zeroed, and off we went. The ride started on a packed gravel road that increasingly became narrow. As it narrowed, the road deteriorated. I was able to keep up because my buddies, the motocross triplets, weren't passing anybody. The triplets began to pass people. I found myself getting into the groove and easing the death grip on the bars that had my hands falling asleep. Next thing ya know, I'm passing people too! When following, I used the lines of the riders in front of me assuming they knew what was going on. At the intersections, out of courtesy, the triplets waited for me. I think it was really because they wanted my Kilimanjaro jacket should I perish. The road becomes a bit rocky and I have to stand on the pegs. Red is flying past me, letting me pass him, and repeating this pattern. Show off. I felt like a marlin in Cabo San Lucas. I approach a bump and blip the throttle. YEEHAAAAAAA the KLR and I catch at least 3' of air. We land and I experienced my first mistake. The pegs are in the middle of my feet. 200 pounds land on my insteps, OUCH!! Dirt riding is not like street riding. Needless to say, that mistake is not repeated.

The shade provided by the tree cover left numerous puddles on the route. I, unlike the riders ahead of me and recalling the days of my youth, aim straight for them. My bike and I are beginning to look like genuine dual sporters. 'Remember.....It is better to look good, than feel good!', Billy Crystal's Fernando character used to claim. As I pulled into the lunch site at the halfway point, I overheard someone referring to my bike say, 'now there is a handful.' For some perverse reason, I was proud of that. Any pansy can ride a DR350 through this. The KLR and I are muddy and we look good!

The motocross triplets start telling me how well they think I'm doing. They tell me I haven't crashed yet, and they have to wait less than a minute at the intersections. I want to believe them, but maybe they need gas money. Red advises me to push the bike down on the turns and stay on top of the bike keeping my weight forward. When we resume the ride, I do just

(Continued on page 8)

RIDE WEST, INC.
KLR Center Stands
KLR Engine Guards
Aluminum Panniers - ALL Brands/ALL Models
Toll Free: (888) 527-7433

MOTORSPORT
NEW MEXICO'S POWER SPORTS SUPERCENTER
SCOTT W. KUHNS
VICE PRESIDENT/GENERAL MANAGER
6919 MONTGOMERY BLVD. NE
ALBUQUERQUE, NM 87109-1420
(505) 884-9000
FAX (505) 888-5405
SUZUKI
HONDA
Kawasaki
TRIUMPH
KASEA

...Blackwater 200

(Continued from page 7)

that. With that tidbit of information, I keep Smitty's aircraft carrier in sight. Smitty is just toying with me and begins to stretch the interval. I try to keep up as I slide the KLR's tail around the turns. 'Dead Man Walking!' I'm beginning to ride over my head so I back off. Age will do that to you. 10 or 15 years ago, I would have been on Smitty's ass or dusting myself off, or worse.

Next, we come across a major water crossing. The river is 100' across and knee deep in some places. The river bottom is lined with rocks that range from the size of my head to the size of my television set. I can hear my stock skid plate reciting Hail Mary's. Thus far, my water crossing experience consists of 2 streams for a total of 15' of ankle high water. Despite this, I'm actually considering it. This has to be doable. I finally reason that the bike can probably do it in capable hands. I, on the other hand, probably cannot. Besides, I have to ride her back home tomorrow. After watching 5 or 6 riders traverse the crossing with great effort, our foursome doubles back.

We finally hit pavement and head back toward the Blackwater Lodge. I survived the 126 miles of the route. I didn't crash. I kept pace. I learned a lot in my first off road experience. What a blast, I can't wait to do this again! As I rode back, I lamented that stream crossing. If I had a trailer, I would have gone for it. Maybe I'm not that old after all!. After checking in, so the sponsors don't have to send out a search party, I am given the 'Iron Butt' award for riding the KLR 725 miles to the event. I easily doubled the mileage of the runner up. Despite its cover of mud, the bike shines.

We skip the dinner and head toward Smitty's campsite. After a shower and a bit of relaxing and bench racing with Red and Russ, Smitty and I begin our trek to his house in Pittsburgh. We arrived in Pittsburgh at 10:30 pm, where we stopped at a 24 hour restaurant called Primanti Brothers for a sandwich. Primanti's is famous in Steel City. Choose your meat, top it with Provolone, coleslaw, fries, and a fried egg and you have a sandwich that is capable of clogging your arteries on the spot for only $4.95. We had one each, and split a third. Heartcheck America, here we come!

The next day found me droning down my favorite stretch of road, I-80 through Pennsylvania, Ohio, and Indiana. For me, it's a toss up between having my nose hairs pulled or crossing this mind numbing stretch of American superslab. During my state of hypnosis, I reflected on the weekend. I rode this bike partially across the country. I rode through puddles and streams, got covered with mud, and am riding it home. With every passing experience I'm becoming more attached to this bike. I ride slower. I'm acquiring new experiences with its ability to go off road. I think I'm reinventing my moto-self. I think..... I'm in love.

Where's Moses when you need him?

The major water crossing where Alex wisely turned around at. Those two riders in the middle of the river are pulling a bike out that fell over. If this ever happens to you. make sure you empty all water our of the bike and remove the spark plug before cranking the bike. Water does not compress like air and gasoline do.

(Continued from page 7)

refuse publication of any Basic, Deluxe or Event advertising if it deems the nature or content is not appropriate.

If your mailing label has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of K650DSN while keeping the cost to subscribers low.

Dual Star Hosts Ride

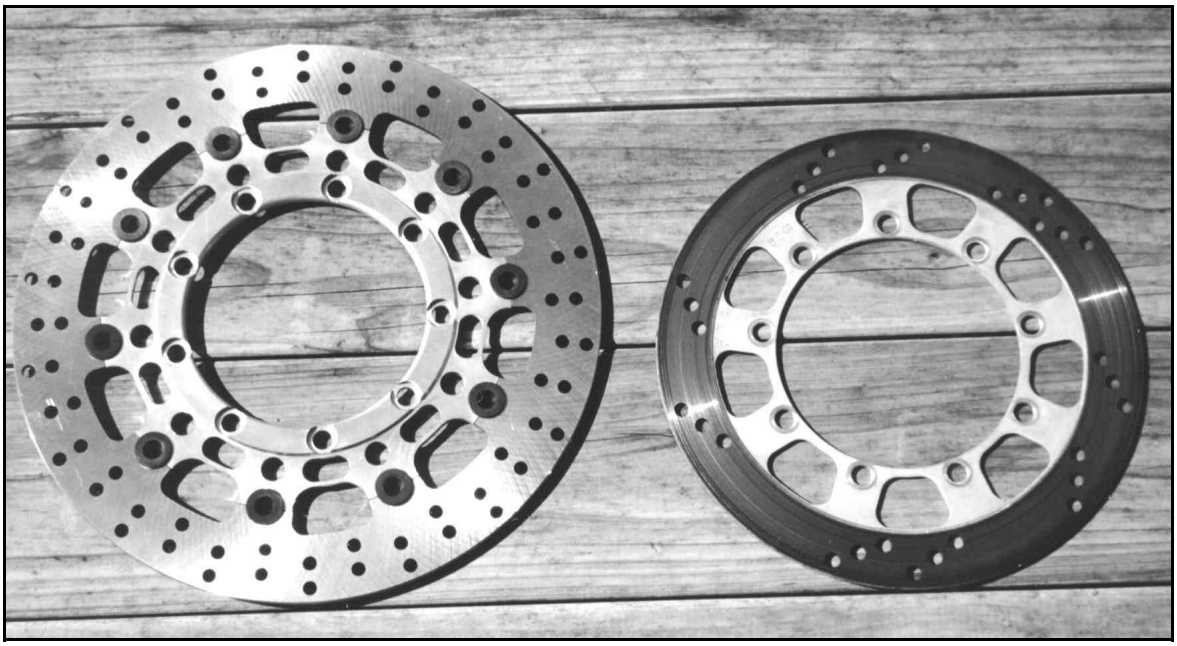
Dual Star will host its annual **Tarmac to Timberline 200** dual sport ride on September 12, 1998 in Liberty, Washington. Mike Walburn tells me the ride is large bike friendly for those on larger dual sports like KLR650's and BMW R1100GS's but has alternate routes that would challenge the best ISDE riders.

The ride is by pre-entry only and there is a 99 Decibel limit on mufflers which is strictly enforced. Because the ride is through very pristine wooded areas, it is limited to the first 75 entrants. Call Mike Walburn at Dual Star for more info 425-776-7433.

(Continued on page 11)

M.A.P. Engineering Front Brake Kit

Photos and Text by Gino Pokluda



There simply is no better way to describe it. The 320mm Galfer rotor (left) dwarfs the stock unit (right). The Galfer rotor is a full floating stainless steel alloy unit and the milled hatching pattern will disappear as the rotor and pads seat themselves.

When you think about it, brakes are an very interesting component of motorcycles. Ever since I was a kid, I can remember my hot rod junkie older brother telling me that if it had an internal combustion engine in it, it could always be made to go faster. Stopping, on the other hand, was not nearly as important. Back then, we didn't need no stinkin' brakes. All of that seems to have changed though. Now, especially in the world of motorcycles, brakes are very important. It's not all that uncommon to see riders spend wads of money on upgrading brake components, sometimes even before they upgrade engine performance. The world of dual sport is not any different as evidenced by the product line offered by such companies as Braking Systems, M.A.P Engineering and other companies that market high performance brake components.

Like most KLR riders, I initially found the front brake on the KLR650 adequate, but soon discovered that it fades under heavy use and is simply not up to the task of stopping a 400lb motorcycle, much less a 400lb motorcycle loaded with gear. The rear brake is adequate and does the job. My first attempt at remedying this involved replacing the brake pads with Dunlopads and replacing the brake fluid with Belray Super DOT4. This helped with noticeably better stopping performance and wet condition braking. The front brake still faded, however, under heavy use. I should note here, that any attempt to improve front braking will quickly overwhelm the abilities of the stock front suspension. Before getting too involved in improving your front brakes, you should replace the fork springs with after market units such as Progressive or install Race Tech cartridge emulators. At the very least, you should replace your fork oil with heavier weight oil such as a 15w.

When you sit down and study the KLR650 front brake, you immediately see what makes the brake perform so poorly. A small brake rotor and single piston caliper are responsible for providing most of the stopping power for the big-ish KLR650. These are fundamental problems that do not have a cheap fix, but there are options out there that can bring the KLR650 front brake performance up significantly. One such fix is the M.A.P Engineering Oversized Front Rotor Kit for the KLR650.

The M.A.P Engineering kit replaces the small stock rotor with a 320mm full floating rotor made from a stainless steel alloy. It also replaces the soft spongy front brake line with a nice steel braided line and new small port banjo bolts. The steel line is resistant to expansion when the front brake is applied. This means that a higher percent of your braking energy is sent to the caliper piston and not absorbed by the expansion of a rubber brake line. The kit also supplies fresh new Galfer Green front brake pads, which are supposed to provide better performance during general use and a spacer bracket that sets the brake caliper further back to accommodate the larger brake rotor.

Installation of the complete kit is straightforward and takes about 1 to 2 hours depending on your abilities. You will first want to get the bike upright with the front wheel off of the ground and place a thick towel over the fuel tank to protect it from any brake fluid that may drip from the

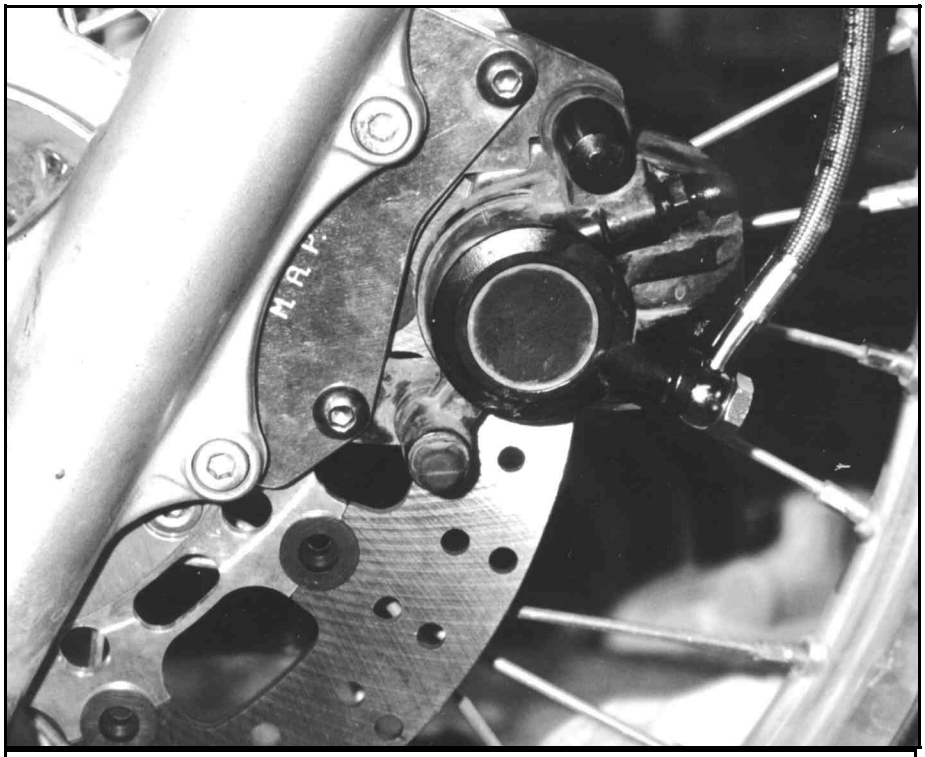
(Continued on page 10)

... M.A.P Engineering

(Continued from page 9)

brake fluid reservoir. Then drain all of the brake fluid out of the front brake system by removing the brake reservoir cover, attaching a hose to the bleeder valve on the front caliper with the open end leading to a clean jar and then opening the bleeder valve and allowing the brake fluid to drain into the jar.

Once all of the fluid has been drained replace the cover on the brake reservoir loosely to prevent any dust and dirt from falling into the system. Remove the brake line from the caliper, reservoir and fork guides and set aside. Now remove the front caliper and set it aside also. Remove the front wheel and place on a padded surface with the brake rotor facing up. With a quality allen head socket, remove the bolts that secure the rotor to the hub and set the rotor aside. Place the new M.A.P rotor on the hub and line up the bolt holes on the rotor with the ones on the hub. Clean the bolts with a wire brush and give a light dab of anti-seize to the threads. Install the bolts finger-tight and then tighten with the wrench in a cross pattern, i.e tighten one bolt, then tighten the one directly across from it next and so on until they are all torqued to spec.



A nicely machined bracket sets the stock caliper back to accomodate the larger front rotor. The steel brake line is partially clad in plastic to prevent abrasion.

Now, bolt on the caliper spacer using the existing bolts. Take the brake caliper and remove the existing brake pads and replace with the new Galfer green pads supplied in the kit. Note that the locator pin has been trimmed from the pad to allow for clearance and be sure to do this to the next set of pads you use.

Mount the front wheel to the bike and attach the brake caliper to the spacer bracket. Route the new braided brake line through the guides and the main loop on the left side of the top triple clamp. Attach the brake line to the brake reservoir using the new banjo bolts and washers supplied, but do not tighten at this time. Locate the lower brake line fitting and attach to the brake caliper using the new banjo bolt and washer supplied. Check routing of the line to insure that it does not interfere with any cables or front-end components. If everything looks good, tighten the bolts at the reservoir and caliper.

Attach the hose you used to drain the fluid from the system earlier to bleeder valve and place the end in the fluid you drained from the system. Remove the reservoir cover and fill the reservoir with fresh, DOT 4 brake fluid and open the bleeder valve. On my bike, I didn't need to pump the lever at all, the fluid began to trickle down on its own. Just keep the level of fluid up in the reservoir and the system will almost bleed itself. I only needed to do the pump/bleed routine to get the very last air bubbles out. Top off your brake fluid level and seal up the fluid reservoir. Give all bolts the once over for tightness and you're ready to ride.

The new Galfer brake rotor will need time to wear in

(Continued on page 11)

DUAL STAR®
SERIOUS TRAIL AND ROAD
MOTORCYCLE ADVENTURE OUTFITTERS
TRAILCAM™ HELMET CAMERAS • GPS SYSTEMS/MOUNTS • DRY BAGS
COOL TOOLS • TRAIL SAWS • TANK PROTECTION KITS • LENSGUARD™
MAPS/ACCESSORIES • FANNY/BACK PACKS • COMPACT CAMPING GEAR
HEATED GRIP KITS • STAINLESS LUGGAGE RACKS • CENTER STANDS
VHF/UHF HELMET COMMUNICATIONS • LITEGUARD™ • PACKSTRAPS™
TOOLWORKS™ TOOL KIT • TRICKSTAND™ TELESCOPING SIDE STAND
COPILOT™ HANDLEBAR MAP PACK • HIGH POWER HELMET LIGHTING
TECH LINE 425•776•RIDE
ORDERS ONLY 1•800•GO•N•RIDE (466-7433)
INTERNET http://www.dual-star.com

.... M.A.P Engineering

(Continued from page 10)

and the brake pads need time to seat, so do not expect immediate results from the set up. Jim Rowley told me that when the cross-hatching on the rotor is worn off and the rotor is shiny, my rotor and brake pads would be set. He said this should occur in about 150 miles. Of course, if a good part of you mileage is on the interstate like mine, it will take longer. My first ride with the M.A.P system had me worried. I think my front brake actually felt worse than it did when it was stock. Never the less, I rode anyway, and gave good firm pulls to the brake lever , but never did full on panic stops. Sure enough, as the miles rolled by, the M.A.P front brake began to give better performance and feel. After about 250 miles, the front brake would make my IRC GP110 howl when I would brake aggressively. I gave the system one more bleed just to make sure I got all of the air out, but it didn't need it.

While I did not do any stopping distance tests, there is no doubt that the M.A.P system is a vast improvement over stock. "But what about off road performance", you ask? Will the front wheel lock too willingly on soft or loose surfaces? Not after you have practiced modulating the brake, which it does well. Grab a handful of brake lever on loose gravel or sand and you will lock the wheel. Give the front brake two-fingers of pull and you will be fine. The M.A.P front brake behaves itself nicely in off road situations as long as you respect the added braking power it provides.

The biggest draw back for the M.A.P system is its whopping price at almost $400.00, or almost 10 percent of the KLR's cost new. If you are planning on keeping your KLR for awhile, the M.A.P brake will win you over with the added security of better braking power. These kinds of modifications are a tough one to call. Once I experienced the benefit of the bigger front brake, however, the decision was easy. I bought it.

The M.A.P front brake kit for the KLR650 is available for sale in separate pieces, i.e. the rotor and bracket, brake pads, and steel brake line. Of course you save money by purchasing the entire kit as a whole.

For more information regarding the **M.A.P Engineering** brake kit, contact **Yves James Rowley at PO Box 717, Santa Barbara, CA. 93102, 805-898-0489 or 805-898-0589 FAX** or visit the M.A.P Engineering web page at http://www.silicom.com/~shadaaap.

Weekend Ride

by Marcus Young

This past weekend I finally had a chance to take my new KLR out for a little road trip. This is the first dual purpose bike I've had, so I was anxious to put it through it's paces.

Friday AM

Left Denver at 7:30 and headed up the Interstate into the mountains. This is maybe the best motorcycling interstate there is, as there are non-stop fast sweepers mile after mile. Not exciting, but better than your average superslab. When I arrived in Georgetown, an old mining town about 30 - 40 miles from Denver, I exited.

From here I proceeded over Guanella Pass (the site of the annual Elephant Ride in the snow each February) towards US 285 at Grant. This pass begins by steeply climbing up the side of a hill. The pavement is slightly broken, but in fairly good shape, allowing me to keep a pretty good clip through the switchbacks. At about 9000' the pavement ends. It was a thrill to finally get on a dirt road with a purpose in mind. As I rode into the sun the heat would warm me through my new Fieldsheer riding suit. When I'd come beside a creek in the shade, the temperature would drop, but not uncomfortably so.

Guanella Pass is a good dirt road, that crests at approximately 11 - 12,000'. At the summit there are views of numerous rugged mountains, several over 14,000'. The KLR was noticeably down on power at this elevation, but not alarmingly so.

Down the other side the dirt continues, only broken by about a mile of pavement while negotiating some switch backs. As I hit the highway, US 285, I was sorry to put the dirt behind me, and I knew that I'd be searching my map for more roads like this one to

(Continued on page 14)

(Continued from page 8)

Joel Wood Leads Rides

Our very own Joel Wood lead 18 dual sporters on a great ride at the annual Honda Sport Touring Association Rally held in Taos, NM this year. From what I hear, all had a great time and made back in one piece. Great job Joel!

Articles Wanted

I need articles for the upcoming issues of Dual Sport News. They no longer have to be Kawasaki specific and can be about any dual sport, any ride, any musings you may have. Please send all materials to **Dual Sport News, PO Box 698, Sandia Park, NM 87047** or e-mail to k650dsn@aol.com**.** Simple text is best or type written pages work to as I have OCR capability.

HELP WANTED

Over the next few months I will be laying out the long range plan for Dual Sport News. If you would like to be a part of this publication, please give me a call or send me a note or e-mail. Having a computer and being hooked up to the Internet would be a big plus, but not necessary. We will also need help putting together next years Get Together in Moab, Utah. Get involved.

Colorado Get Together: October 2-4, 1998

Did you ever stop at a terrific overlook and think, "I wish Mary were here to see this." Did your significant other ever say, "I'd like to go, but I don't want to be the only woman there!" We all know that pictures just don't do justice to the experience of being there.

My wife really enjoyed our trip to the Moab Get-together and thought other wives or girlfriends would enjoy attending a get-together. Well, we've decided to do something about it. The first weekend in October '98 will be an excellent opportunity to include your spouse or friend in a trip and we're going to make it an easy introduction to the sport of adventure touring.

So, What are the problems with introducing someone to this sport? First is getting there and back. That's a solution you're going to have to work out. Everything else we can smooth out if possible.

* Accommodations for a relaxing stay
* Directions for places to ride
* Ride descriptions and difficulty ratings
* Advice about things to do besides rides
* Where to get a great meal
* You can socialize with other spouses if you've had enough riding.

We'll have map sheets for short rides and longer ones. You can link rides together if it suits you. There are many other things to do and see. Pikes Peak is the dominate feature, but there are many mountains, canyons, creeks, reservoirs and the roads and trails that access them. Colorado Springs is big enough to provide just about anything else you may desire in a city.

Please check out our web site at: **http://shell.rmi.net/~avbb/cos.htm** or contact us directly for more information. If you don't have internet access, we can supply the web page information by e-mail or regular mail. Of course we hope that each attendee would want to stay at one of the participating Bed & Breakfasts. As I see it in myself, I expect that adventure touring attracts those who often rough it.

Changing Aspen look good even in black and white! Timimg should be perfect with the turning of the colors.

This is an opportunity to share a weekend with those who enjoy a little more pampering. B & Bs' come in many styles and price ranges. Many with in room tubs for two and outdoor hot tubs. Full breakfast is always provided with a nights stay. Please check into the option of staying at one of our groups B & Bs' by contacting the **Authentic Inns of the Pikes Peak Region** at the web site: **http://www.bbonline.com/co/pikespeak** Email: **pikespeak@bbbonline.com** or call **1-888-892-2237**.

Rex & Karla Hefferan 1-888-910-8241, email: **avbb@rmi.net** – **AwareNest Victorian B & B**

Editor's note: Hey gang, I don't know about you, but my wife has marked the calendar and has a credit card ready to go! This is a great opportunity to enjoy great motorcycling and then enjoy the spectacular atmosphere that only unique B&Bs' have to offer. Hope to see you there. –ed.

Rex and Karla's wonderful AwareNest Victorian B&B

Carl's Corner: Technical Insights by Elden Carl

Oil Level Revisited

I guess I have not convinced some that the oil sight glass is in the wrong place on the KLR650 and that you need some oil (10 ounces) when you see a bubble at the top of the glass. The best time to check the oil on a KLR is when it has sat overnight which gives it more than enough time for nearly all of the oil to drain down from the engine and the oil filter chamber. You should check the oil with the bike standing upright (I use a level along the side of the font fork).

If you still aren't convinced, this might convince you. The next time you change oil, pour a quart in with the bike level and upright. Then, start adding a few ounces at a time until you reach the bottom of the line on the sight glass. You'll be shocked at how far you are away from the 2 quarts, 19 ounce capacity of the engine.

Several of my friends and I have used this method and none of us have experienced any increased oil consumption or oil coming out of the breather tube. There are just too many splashfed bearings in the KL engine to let the oil level fall very far. I especially worry about the balancer idler shaft and bearing and the rear balancer bearings which are high in the engine. My engines will use about 4 ounces of oil per thousand miles. With that in mind, I add 4 ounces at one and two thousand miles and change every three thousand miles.

Editor's Note: Few issues are more hotly contested within the group than the oil level topic. Ever since I have owned my KLR650, I have always filled the crankcase at oil change time with 2.5 liters of oil (with oil filter change). This has always taken the oil level above the sight glass. I have also never detected any oil usage on my KLR650, so I refill with oil, clean out the reusable oil filter every 3,000 miles with no problems. –ed.

Rear Shock Removal

The factory manual states that you have to release the rear subframe in order to remove the rear shock. Simply remove the rear wheel and swingarm to gain access and then unbolt and remove the shock. Ron Jensen thinks you don't even have to do that and I think he may be right. You should be able to unbolt the shock after removing the Uni-Trak linkages and position the swingarm so that that shock comes out the hole in the swingarm. Don't forget to support the engine if you proceed with this method.

Another KLR Rear Shock?

Speaking of rear shocks, Bob Bell is working on rebuilding the KLR650 rear shock and hopes to be able to make it a "gasser", but that is still a ways out before he can get the stock shock to that point. I just might be a low cost alternative to the pricey Progressive or Works units.

New Clutch Parts

For those of you wanting a better clutch in your pre-1996 model KLR650, install the following parts:

13097-1333	Primary spur gear
92200-1157	Claw washer
92015-1890	22mm nut
92143-1769	Collar
13095-1311	Clutch basket/housing
92022-1868	Washer

The new clutch basket must be trimmed .210" so it will fit the pre '96 engine case. You should measure the old clutch basket for the exact measurement.

Clean that Radiator

If you have lots of insects in your area, you may see your KLR650 engine running a little hotter than usual. Try to carefully remove all the little critters who are blocking the air passages in the louvered radiator grill.

Chain Lubes.

Ron Jensen reports poor results with Honda H/P chain lube. After 1,500 miles, he noticed some chain kinking. He has since gone back to using Alisyn.

Hard Clutch Pull

If you are experiencing hard clutch lever pull on your older KLR650, try a late model clutch cable and force feed it regularly with Petrochem.

Upgrading Bolts

Sam Jones had one of the three 6X25 #7 bolts holding the counter shaft sprocket break off at the case. I have installed superior #8's on my bike.

Editor's note: If you regularly use a pressure washer on your bike, you should be using an anti-seize compound on the threads of all exposed bolts. I do not recommend the use of pressure washers on motorcycles, but that is besides the point. Even the lightest duty pressure washer will force water into the threads of some bolts and seize them up over time. –ed.

Cams

I would like to thank Jerry Gilding, general manager and Cliff Martin, parts manager of House of Motorcycles (800-499-7706) for helping me compare '95 and '98 cam set-ups on KLR's. By the way, House of Motorcycles has great mail order parts prices on "Big 4" parts. Thanks also to Cecilia Kuhn for all of the parts shuffling during the project.

With the help of engine wiz, Vey de la Cruz, I have determined that 1998 cams will bolt right in to the older model KLR's. I have ridden 2 98's and a '96 and all have more power than the pre-96 models. I'll report later on a cam swap between the late and early models.

Miscellany

The first weekend of July, at Highway 80 and La Posta Road

(Continued on page 14)

.....Carl's Corner

(Continued from page 13)

in eastern San Diego County Mountains, two up BMW terror, Ken Wagner, turned 200,000 miles on his 1977 R100RS. Ken had plenty of witnesses including his co-rider, Stephanie Young. Ken's BMW has never been over hauled, even for top end work. Ken has always used Castrol GTX 20w50 motor oil with 5.5 ounces of STP. He changes his oil every 2500 miles and filter every 5000 miles. He torques the heads and adjusts the valves every 5000 miles. Ken figures that he has 400,000 miles on BMW's and 400,000 miles on British and Italian bikes. His only fault is that he doesn't own a KLR650.

Editor's Note: I have long believed that the reason BMW's last so long is more due to the meticulous care given to the bikes by their owner, rather than by superior engineering. In my opinion, there is no reason why a KLR cannot go at least 100,000 miles trouble free. –ed.

I just did 900 miles in Baja with Rod Morris on his 1992 Suzuki DR350 and Joe Carpenter on his 1996 KLR650. I was on my DR350 and I'm convinced that a properly set-up KLR650 and DR350 are the best trail bikes in their respective classes. Off-road champions like Al Dietor, Billy Silverthorn and Malcom Smith all prefer the DR350 for Baja, but more on that next time.

If you have technical questions you would like answered or wish to talk with Elden regarding his technical insights, you may write to him at 5119 Verna Way, La Mesa, CA. 91941 or call him at 619-440-2960.

...Weekend Ride

(Continued from page 11)

enjoy on my trip home the next day.

US 285 is a route through the mountains, crossing several passes. This is a fairly major artery in Colorado's south central mountains, so the pavement is in exceptional shape. It was no problem to cruise at an indicated 80 MPH (does anyone have an idea how accurate the speedometer is on the KLR?), leaning way out on the curves of the numerous passes. I am amazed at how effortlessly the KLR handles, it's much easier to ride this bike fast in the twisties than my old Honda NT650 GT (aka the Hawk).

Unfortunately all grand things must come to an end, in this case at least the grand sweeping curves terminated in a beautiful, though straight, stretch of highway, and cool mountain temperatures. Mile after mile I rode through South Park (yep, the area of Colorado made famous by the foul mouthed cartoon characters Stan, Kenny, Kyle, and Eric), a flat sage covered area surrounded by high mountain peaks.

After one last pass, giving my mind a break from the numbing miles of flat road, I enter the San Luis Valley, home of the Great Sand Dunes where many movies about the desert are filmed. I thought about exploring the dunes again, as it has been years since I was there, but I was anxious to see an old friend who lives in Alamosa, near the center of this high mountain desert valley. Mile after mile of the straightest highway I can imagine (Colorado 17, 60 + miles without one turn), I finally arrive in Alamosa about 12:30. The temperature is just above 80 F, a bit cooler than the 100's Denver has been blasted with. Mileage for the day - just over 250 miles. I'm totally pleased with my decision to buy the KLR. I never imagined it would cruise as well as it did at 80 + MPH for over an hour. Nor did I fathom how competent it would be as a canyon/switchback carving sport bike. Likewise I was enthralled by the freedom of being able to tour on almost any road or route that struck my fancy, no matter what the road surface.

Next. . . The next day's ride back home—US 285 again, US 50 and the Arkansas River, more dirt, more twisties, and the flat interstate.

The next day I was up and on the road from Alamosa to Denver at 8 AM. Once again I had to ride the straight stretch of Colorado 17 through the San Luis Valley. Thankfully the day was starting off sunny but cool, and the views were magnificent. I had hoped to take US 160 east from Alamosa, up LaVeta Pass, and across some dirt roads, but road work consisting of chip sealing and long waits forced me to leave town the way I came.

At the junction of US 285 and US 50 I departed from the route I took the day before. US 50 follows the Arkansas River through amazing canyons, sometimes narrow with tight curves, sometimes wide with broad sweepers, for fifty or more miles. The traffic this Saturday AM was a bit on the heavy side, but the KLR had no problem passing anytime there was adequate visibility ahead.

The day was warming up significantly, and the river was tempting me to take a dip, but the KLR was running so wonderfully along this route that I resisted the temptation. This road, like many of the others on this mini tour was perfect for 60 - 80 mph, allowing me to make good time, keep cool in the wind, and enjoy the handling of the bike.

(Continued on page 15)

...Weekend Ride continued

(Continued from page 14)

At Canyon City (home of Colorado's prisons and neighbor of the new federal maximum security facility which houses Ted Kazinski and Timothy McVeigh, among other unsavory types) the heat was almost unbearable. This town sits in a low valley (approximately 5000' above sea level). At a gas stop I drenched my shirt with water, hoping to create a home made evaporative cooler under my riding suit.

Just out of town I turned onto a dirt road, which traveled for 30 miles up a narrow canyon, through tunnels and over wooden bridges along an old mining rail road grade. There were numerous information plaques to stop and read about various train disasters that happened over the years in this steep narrow canyon. The road was in good shape, allowing me to take it as fast as visibility would allow. As I was becoming more confident on dirt, I was able to ride at 30 - 40 mph for most of the route, only slowing down to pass the occasional tourist in a cage. A pleasant thing about this road is that it gained maybe 4000 vertical feet over 30 miles, taking me from the heat of canyon city, to a more bearable temperature at Cripple Creek, an old mining town (still surrounded by active gold mines. It's something to be stopped waiting for a mining truck with 10' tires to cross the road in front of you) which has now become a heaven for day gambeling.

Since I entered town by the less traveled route, I left town by the main road. Thankfully it was still early, and all of the traffic was headed the other direction. Highway 67 from Divide to Cripple Creek is amazing! It was recently resurfaced with a silky smooth black finish, and the curves seem never ending. Of course I used them up too quickly, and it was a short but straight, flat haul into Woodland Park, then Colorado Springs via US 24.

From Colorado Springs back to Denver I was on I-25, a straight and more or less flat superslab. Once again though, the KLR kept up perfectly with the traffic, at times approaching speeds near 90 mph. As I mentioned in my first post, this bike amazes me, tackling every road I could throw at it without complaint.

As I pulled into Denver traffic slowed down, and the heat was unbearable, over 100 degrees. Thankfully I was soon pulling the KLR into the garage, away from the heat, but sorry to be done with the weekend's ride, and already looking forward to next weekend's jaunt.

READER FEEDBACK

Dear Gino;

Just finished reading the July/August newsletter. There were two articles that discussed the KLR 650 suspension shortcomings and both contained some erroneous information about the rear shock absorber. The stock shock absorber as everyone knows is not a high quality one but it does have one desirable feature; the ability to quickly adjust the spring preload. If your loads often vary because of switching between riding solo and riding two-up it is a feature of considerable value and convenience. The stock shock is what is referred to as an "emulsion shock" which means that the nitrogen and oil are contained in the same cavity and not separated as in a more costly shock absorber. The Progressive Suspension unit is of the same type. The KLR 650 shock body is cast aluminum as is the Progressive Suspension unit. The stock shock does not have a tunable damping piston which is definitely a weak point, however performance can be improved by changing oil to a heavier viscosity and by hard anodizing the shock by. The Progessive Suspension spring for the KLR 650 also helps riders over 200 pounds and those that frequently carry a passenger. Any readers interested in an oil change which includes a nitrogen recharge and hard anodizing of the shock body for $150.00 can call me on 612-789-8877. I need the shock for about 2 weeks due to the turn around on hard anodizing. Owners of KLR 650's should keep a couple of things in mind; KLR 650's are not race bikes and because they are built to a specific price point, it would be very difficult to make one into a competition machine no matter how much one is willing to spend!

Now on to a different subject. After having owned several KLR 650/Tengai's, I've switched to a different brand! I still believe the KLR 650 to one of the best values in motorcycling but anyone who as owned one for any period of time and to which your newsletter repeatedly attests, it does have several serious shortcomings! I've now owned and operated a 1997 Suzuki DR650S for about a year and a half and after several thousand miles, I think I can say that it is an inherently better motorcycle. Brakes, handling, suspension, ease of maintenance are all superior on the DR650. The one area where the KLR still reigns supreme is in long distance comfort. I've tried Travelcade's gel seat and a Corbin saddle and none, including the stock seat are satisfactory. When it comes to off-road competence however, there is no comparison. The DR is vastly superior. One of the points I'm leading up to is that I would like to see your newsletter expanded to include all 500cc and above dual sport bikes. I think that we l see more of these type machines in the not too distant future. If appropriate for a future article, I'll talk about the modifications that I've made to my DR650 to improve performance, comfort and range.

Sincerely, Tim Zierman

Tom,

Thanks for the corrections to my rear shock article. The service you provide for refurbishing the stock shock is a great alternative for those who wish not to drop $300+ dollars on a new rear shock. As for the DR650SE, I agree completely

Club Store

This is the section where businesses selling KL specific items may advertise their products. This section is free with a one years subscription to K650DSN.

SAGEBRUSH MACHINE SHOP - Your source for: Front sprocket shims - 10.9 centerstand bolts - socket head float bowl screws - pilot screw tools - Pelican case, Utah travel info - machine work
Okay to call evenings and weekends - **435-387-5575**

Arrowhead Motorsports has a good supply of KLR650 items. Call Fred at **ARROWHEAD MOTORSPORTS 435-259-7356**

Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

For Sale: Kawasaki **Tengai;** near mint! Approx 6000 miles, fresh tires and service. $3,500. Call Joel in New Mexico 505-758-9597

For Sale 1987 KLR650 engine 16,000 original miles. I will build the engine to suite your fancy. No labor, just cost of parts and engine. Two almost new stock shocks for sale. Set of wheel with Buchanan stainless spokes and nipples (1.85 front rim). Elden Carl 619-440-2960

Wanted: Corbin Seat for KLR 650 (1995). Prefer black naugahyde. John Wilson 918-749-9299

For Sale 1990 KLR 650 91 00 miles, Clearview +9 , centerstand, has Metzler Endro4 tires, tank bag, throttle lock, K&N filter, Bike is in near new condition. Just not my style $ 2000. Mike Jones. Shawnee, Ok. 405-878-8690

For Sale, 1997 KLR 650 6.2 k miles. Clearlew windshield, Acerbis handguards, Headlight protector, Moose bash plate, Corbin seat, New Avon Gripsters, Dynojet Stage I jet kit, Jesse Luggage system, MSR shifter, Dual Star Centerstand, Magnetic drain plug, A few spare parts; clutch cable, spark plug, oil filter, etc. $4,500
Pete McMahon, San Antonio, TX 210-820-3241

...Reader Feedback

(Continued from page 15)
with your assessment of the bike as I stated in the January/ February issue of Kawasaki 650 Dual Sport News. Finally, with regard to an all brands dual sport newsletter, I think you will enjoy the change in format to Dual Sport News. –ed.

******

Uncle Jim's black bean corm-meal pancakes Ingredients:

Aunt J's pancake mix, 2 cups
Yellow Cornmeal, about I cup
Small onion, diced
Jalapenos, seeded & Veined, diced 2 (or more if you like hot)
Black beans, I can, drained & rinsed
Oregano, 1/2 tsp
Ground Cumin, 1/4 tsp
Chili powder, 1/4 tsp
Ground Coriander, 1/4 tsp
Tequila, about 1/2 shot

Preparation:

1. Boil about I cup qf water
2. Gently stir in enough cornmeal to make a slightly stiff "soup"
3. Add chili powder to "soup" and simmer for 5 min or so set aside to cool
4. In large mixing bowl mix the pancake mix with just enough water to make a very dry blend
5. Now blend in the corruneal "soup" & add the tequila
6. Add enough water (or beer) to make mixture thin enough to ladle on griddle
7. Add oregano, cunin & coriander, blend
8. Have bowls of onion, jalapeno & beans beside stove
9. On a hot griddle / skillet, (spray with PAM or use a little olive oil) pour on enough mixture for about a 6 inch cakeQuickly, scatter on some black beans, onion & as many jalapenos as you like on top of the cake.Turn as with regular pancake & when done place on cookie sheet in wamoven until ready to serve.

Garnish

1. Make a thick sauce from chopped/diced canned tomatoes, canned diced green chiles, some chopped fresh cilantro and some fresh ground black pepper. Serve over cakes with a dollop of sour cream and sprinkle on some of the remaining black beans.
2. Sprinkle some of the onion between cakes. sprinkle black beans around edges of cakes. spoon on some "Old El Paso" thick & chunky salsa (medium hot if adventurous, mild if not). finish with a dollop of sour cream and a few cilantro leaves.

* beer or red wine as an accompaniment is a must! You will be wide awake and ready for the new day after this breakfast. Not too much wine or you just may opt for a siesta!

Jim Wimmer

Wimmer, Wimmer & Katz, original recipes - just for you!